



SOUTHERN CALIFORNIA



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RESOLUTION # 01-418-2

RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS TO
ADOPT THE 2001 REGIONAL TRANSPORTATION PLAN IN ACCORDANCE WITH STATE
AND FEDERAL REQUIREMENTS

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to Section 6502 et seq. of the California Government Code; and

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange and Imperial, and as such is responsible for developing a Regional Transportation Plan pursuant to 23 U.S.C. 134(a) and (g), 49 U.S.C. §5303(f), 23 C.F.R. §450 and 49 C.F.R. §613; and

WHEREAS, the Transportation Equity Act of the 21st Century (TEA-21) generally mandates metropolitan planning organizations such as SCAG, in cooperation with the states, to develop transportation plans and programs for state urbanized areas; and

WHEREAS, SCAG is the designated Regional Transportation Planning Agency (RTPA) under state law, and as such is responsible for preparing, adopting and updating a regional transportation plan pursuant to Government Code Sections 65080 et seq.; and

WHEREAS, pursuant to 23 C.F.R. §810.6(a), the projects included in the RTP must be based on the continuing, cooperative and comprehensive transportation planning process mandated by 23 U.S.C. §134 and 23 C.F.R. §450; and

WHEREAS, pursuant to Section 130304(b) of the Public Utilities Code, SCAG may revise transportation improvement programs submitted by counties, inter alia, to resolve conflicts between the county submittals and with the adopted RTP; and

WHEREAS, Government Code Section 14000.5(b) requires that state highway planning to conform, inter alia, to regional transportation plans and to be compatible, inter alia, with regional socioeconomic and environmental goals, priorities and available resources; and

WHEREAS, Section 130252(a) of the Public Utilities Code prohibits the California Transportation Commission from approving any plan for the design, construction and implementation of public mass transit systems or projects, including federal-aid and state highway projects, which do not conform to the adopted Regional Transportation Plan; and

WHEREAS, Section 120260 of the Public Utilities Code requires that guideways developed by county transit development boards conform, inter alia, to the Regional Transportation Plan; and

WHEREAS, Government Code Section 14031.6(b) and 14031.7(a) require that requests made by the State Department of Transportation for certain capital improvement funds for commuter services be consistent with the RTP; and

WHEREAS, Section 14000.5(d) requires, inter alia, the consistency of the location of rail corridors and their service characteristics with regional goals and objectives of the RTP; and

WHEREAS, under Government Code Section 14035.7, funds allocated for commuter rail purposes must be consistent, inter alia, with the applicable RTP; and

WHEREAS, pursuant to Government Code Section 14000.5, the air transportation system developed by the state must, inter alia, provide services meeting regional goals and objectives; and

WHEREAS, pursuant to federal metropolitan planning regulations at 23 C.F.R. §450.322(a), the RTP must include both long-range and short-range strategies and actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods; and

WHEREAS, the 2001 RTP contains both long-range and short-range strategies which meet these goals; and

WHEREAS, pursuant to the Guidelines and to 23 C.F.R. §450.314, SCAG must develop a detailed work plan for carrying out the regional transportation planning process; and

WHEREAS, the work plan must identify planning resources, staffing responsibility, authority, operating procedures and other factors essential for development of the Plan, identify all work proposed by the RTPA and their sources of funding, discuss development of the RTP, the Transportation Demand Management Process, and the RTIP; and consider implementation of Plan activities; and

WHEREAS, the work plan must be submitted to Caltrans for review and approval; and

WHEREAS, the work plan developed by SCAG meets these requirements; and

WHEREAS, the process used to develop the RTP must be consistent with the metropolitan planning process requirements of the TEA-21 found at 23 U.S.C. §§134 et seq. and accompanying federal regulations at 23 C.F.R. §450; and

WHEREAS, the process used by SCAG is so consistent; and

WHEREAS, pursuant to 23 U.S.C. §134(a) and 23 C.F.R. §450.300, the development process must provide for consideration of all modes of transportation and must be continuing, cooperative and comprehensive to the degree appropriate, based on the complexity of the transportation problems; and

WHEREAS, the RTP must be consistent with the December 1999 RTP Guidelines prepared by the California Transportation Commission; and

WHEREAS, the RTP must be consistent with the requirements of Public Utilities Code Section 130301; and

WHEREAS, the RTP developed by SCAG is consistent with these requirements; and

WHEREAS, 23 C.F.R. §450.316(b) requires SCAG to have a citizen participation program which affords citizens and interested parties a reasonable opportunity to comment on the RTP prior to adoption; and

WHEREAS, pursuant to 23 C.F.R. §450.316, this public participation process must itself be a product of consultation with citizens and other affected parties; and

WHEREAS, pursuant to 23 C.F.R. §§450.316(b)(1)(i) and 450.322(c), the planning process must involve citizens; segments of the community affected by the plan and its projects; elected officials and other public officials; affected agencies, representatives of transportation agency employees; private providers of transportation; senior citizens; Native Americans; minorities; women; health and handicapped organizations (as required by the 1990 Americans With Disabilities Act); groups traditionally underserved by existing transportation systems, including low-income and minority households; and other interested parties; and

WHEREAS, SCAG has made numerous outreach presentations at meetings of different SCAG committees such as the Transportation and Communications Committee, Long-Range Transportation Task Force, Goods Movement Advisory Committee, Aviation Task Force, Regional Transit Task Force, Transit Corridors Task Force, Truck Lanes Task Force, Growth Forecasting Task Force, Transportation Conformity Working Group and the Modeling Task Force; has additionally conducted numerous briefings of state and federal legislators, County Transportation Commissions, Native Americans, members of low-income and minority populations and business groups; held two electronic town forums in the Inland Empire and Simultaneous to Gateway and South Bay; 41 community dialogues; 17 presentations/workshops to subregional groups; 15 community workshops; and 46 workshops to interest groups; and

WHEREAS, SCAG received approximately 700 comments on the 2001 Draft RTP and responded to those comments; and

WHEREAS, as required by 23 C.F.R. §450.312(d), the RTP must be consistent with all other applicable provisions of federal and state law, including:

- (1) TEA-21
- (2) The metropolitan planning regulations at 23 C.F.R. §450
- (3) Sections 174 and 176(c) and (d) of the Federal Clean Air Act [42 U.S.C. §§7504 and 7506(c) and (d)]
- (4) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the state pursuant to 23 U.S.C. §324
- (5) The Department of Transportation's Final Environmental Justice Strategy, enacted pursuant to Executive Order 12,898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment; and
- (6) The 1990 Americans with Disabilities Act (42 U.S.C. §§12001 et seq.) and accompanying regulations at 49 C.F.R. §27, 37, and 39; and

WHEREAS, the 2001 RTP is consistent with all of these requirements; and

WHEREAS, the Guidelines and Government Code Sections 65070(a) and 65080(a) respectively require that transportation system planning efforts must be coordinated with those of Caltrans, and the planning process must be coordinated with those of other local and regional governments, as well as those of adjoining regional transportation planning agencies, congestion management agencies, transit operators and the goods movement industry; and

WHEREAS, SCAG's planning process was so coordinated; and

WHEREAS, SCAG has made all necessary such certifications; and

WHEREAS, the process which develops the Plan must also be consistent with the terms of the December 1993 MOU concerning the NEPA / 404 Process, and with all other MOUs signed by SCAG which contain mandatory, rather than advisory, provisions; and

WHEREAS, the 2001 RTP is consistent with these requirements; and

WHEREAS, pursuant to Section 176(c) of the Federal Clean Air Act [42 U.S.C. §7506(c)], no project may receive Federal funding unless, inter alia, it comes from a Regional Transportation Plan which has been found to conform to the applicable State Implementation Plan; and

WHEREAS, the 2001 RTP contains such a statement and finding; and

WHEREAS, 23 C.F.R. §450.324(d) requires that, in nonattainment and maintenance areas for transportation-related pollutants, the FHWA, FTA and SCAG make a conformity determination on any new or revised RTP in accordance with the requirements of the Federal Clean Air Act (42 U.S.C. §§7401 et seq.) and the federal conformity regulations found at 40 C.F.R. §93; and

WHEREAS, the new 2001 RTP has been found to conform; and

WHEREAS, pursuant to the Guidelines, the RTP may contain an Executive Summary which identifies the most significant aspects of the Plan and which clearly and concisely describes the needs, alternatives, and selected actions for the Region identified elsewhere in the Plan; and

WHEREAS, the 2001 RTP does contain an Executive Summary; and

WHEREAS, the Guidelines also allow the RTP to contain an Assessment of Needs section the purpose of which is to facilitate the flow of project development at its earliest stages; and

WHEREAS, the 2001 RTP contains an Assessment of Needs; and

WHEREAS, pursuant to Government Code Section 65081(a), the RTP must include a Policy Element which considers important transportation issues and identifies transportation goals, policies and system objectives which meet the needs of the Region and which are consistent with comprehensive state and regional goals; and

WHEREAS, the 2001 RTP contains a Policy Element meeting these requirements; and

WHEREAS, Government Code Section 65081(b) requires the RTP to contain an Action Element which describes the programs and actions necessary to implement the Plan and which assigns implementation responsibilities; and

WHEREAS, an Action Element is part of SCAG's 2001 RTP; and

WHEREAS, pursuant to Government Code Section 65080(b)(3) and 23 C.F.R. §450.322(b)(11), the Plan must also contain a financial element which compares the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation uses with the estimated costs of constructing, maintaining and operating the total transportation system over the period of the Plan; and

WHEREAS, Government Code Section 65080(b)(3), 23 C.F.R. §450.322(b)(11) and the Guidelines require that the financial element summarize the cost of plan implementation constrained by a realistic projection of available revenues; identify expected surpluses or deficits, recommended sources of funding and the detailed cost estimates for short-range projects which, constrained by projected revenues, form the basis for development of the Regional Transportation Improvement Program (RTIP); and

WHEREAS, these assumptions should be provided to the level of detail necessary for state and local decision-makers to evaluate Plan alternatives; and

WHEREAS, pursuant to 23 C.F.R. §450.322(b)(11), the Financial Element must also set forth the specific financial strategies required to ensure the implementation of projects and programs so as to attain compliance with applicable Air Quality standards; and

WHEREAS, 23 C.F.R. §450.336(a) requires that updates of the RTP be financially feasible; and

WHEREAS, SCAG's 2001 RTP contains a financial element which meets these requirements; and

WHEREAS, Section 21000 et seq. of the Public Resources Code requires environmental documents prepared for the RTP to meet all applicable requirements of the California Environmental Quality Act (CEQA) and accompanying guidelines relating to content, preparation, review and final determination; and

WHEREAS, the EIR for the RTP must, inter alia, document the Plan development process, assess the Plan's consistency with state and regional comprehensive planning and include, for each alternative, those impacts that were significant on a regional systemwide level, as required by Public Resources Code Section 21000 et seq. and by Section 14522 of the Government Code; and

WHEREAS, Public Resources Code §§21000 et seq. and Government Code Section 14522 require the RTP to clearly document that the process and procedures followed in reassessment are in compliance with CEQA; and

WHEREAS, the Program Environmental Impact Report prepared and certified for the 2001 RTP meets all such requirements; and

WHEREAS, the 2001 RTP replaces the 1998 Regional Transportation Plan, adopted by the Regional Council on April 16, 1998; and

WHEREAS, however, the 2001 RTP incorporates other chapters of the Regional Comprehensive Plan and Guide; and

WHEREAS, pursuant to 23 C.F.R. §450.322(a), the RTP must be reviewed and updated at least once every three years in order to confirm its validity and its consistency with current and expected transportation and land use conditions and trends, and to extend its forecast period; and

WHEREAS, pursuant to Government Code Section 65080(c), RTP updates must be adopted and submitted to the California Transportation Commission and the Department of Transportation by December 1 of each even-numbered year;

NOW, THEREFORE BE IT RESOLVED that:

1. The Southern California Association of Governments finds as follows:
 - a. A successful regional transportation plan utilizes an inclusive process which ensures equity and the full participation of SCAG, all subregions and the county transportation commissions; and
 - b. The 2001 RTP has initiated strategic discussions about a number of significant transportation and regional development issues, including growth visioning and alternative growth strategies as they relate to the development of transportation systems; and
 - c. The next update of the RTP will be presented to the Regional Council no later than April 2004; and
 - d. The process for reviewing and providing future RTP updates to meet regional and subregional requirements and goals shall include SCAG and each of the subregions and county transportation commissions, providing input into the SCAG process from their subregional and county transportation programs in an interactive and cooperative manner. This process shall be facilitated by the reformation of an RTP Technical Advisory Committee consisting of representatives of each subregion, each county transportation commission, SCAG and other affected parties. The funding to support this RTP update effort shall be identified through the 2001-2002 Overall Work Program budget.
 - e. SCAG staff will develop and present a work program to the Regional Council for the 2004 RTP update no later than December 2001.
2. The Regional Council hereby approves and adopts the 2001 RTP incorporating herein all of the foregoing recitals.

Approved at a regular meeting of the Regional Council of the Southern California Association of Governments on this 12th day of April, 2001.



Ronald Bates
President
Mayor Pro Tem, City of Los Alamitos

Attest:



MARK A. PISANO
Executive Director

Approved as to Form:



HELENE V. SMOOKLER
Legal Counsel

